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JOHN BARRETT : : Director-General

FRANCISCO J. YÁNES : Assistant Director

ARGENTINE REPUBLIC

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ARGENTINE REPUBLIC

The Argentine Republic, the third largest of the American Republics, is situated between latitude 22° and 56° south and longitude west of Greenwich 53° and 57°, being bounded by the Republics of Chile, Bolivia, Paraguay, Brazil, Uruguay, and the Atlantic Ocean.

It has an area of 1,139,979 square miles, equal to over one-third the total area of the United States of America, and a population of 7,080,000 (estimated in 1912), or 6.2 per square mile, as against 32.08 per square mile in the United States of America.

Stretching over 34° of latitude, the country presents a variety of climate and products; ranging from tropical in the north to arctic in the south, but the larger part of its territory lies within the temperate zone. The broad, fertile plains extending from the Atlantic to the foot of the Andes, occasionally broken by a series of low mountains, afford excellent pasturage for thousands of cattle, and nearly all cereals, especially wheat, corn, and oats, are successfully cultivated. Other industrial articles produced in export quantities are hides and skins of all kinds, and the valuable quebracho wood and its extract. Sugar, cotton, tobacco, and grapes are largely grown, but mostly for home consumption. The mountains contain rich deposits of silver, copper, and gold, which are as yet exploited to a limited extent only.

HISTORICAL SKETCH.

The Spanish navigator, JUAN DE SOLIS, in search of a passage to the Pacific Ocean, was the first European to explore the Rio de la Plata, in the year 1508 and again in 1515. SEBASTIAN CABOT subsequently explored the country, sailing up the Parana and Paraguay rivers in 1526.

PEDRO DE MENDOZA was appointed Governor of the country by the Spanish Crown in 1536, and founded what is now the city of Buenos Aires. The settlement was, however, destroyed by the Indians, and it was not until the year 1576, when JUAN DE GARAY became Governor, that any serious attempt was again made to colonize the country. The Province of Uruguay, as the entire territory was then called, was placed under the jurisdiction of the Viceroy of Peru, but in 1776 the La Plata country had become of sufficient importance to warrant the establishment of a separate viceroyalty, and Don PEDRO DE CEVALLOS was appointed Viceroy of the Rio de la Plata Provinces.

In the year 1805 Great Britain, then at war with Spain, attempted to seize the city of Buenos Aires, which had become an important trade center, but the British troops were unsuccessful, and in the following year they temporarily abandoned the contest. Within less than a year, however, the attempt was again made to capture the city, the British being again and finally defeated on July 6, 1807.

The war for independence from Spanish rule began on May 25, 1810, Don MANUEL BELGRANO, General SAN MARTIN, and Admiral GUILLERMO BROWN being among the distinguished patriots engaged in the struggle. The Spanish troops were defeated both by water and by land on June 22, 1814, and were obliged to abandon the fort of Montevideo, their last stronghold in the La Plata Provinces.

A constitutional Assembly, which convened at Tucuman, formally declared the independence of the "Provincias Unidas del Rio de la Plata" (United Provinces of the La Plata River), on July 9, 1816, and vested the executive authority in a Supreme Director; Don JUAN MARTIN DE Pueyrredon being elected to that position. The title of Republic was subsequently changed to that of Argentine Republic and later to Argentine Confederation and finally, in the year 1860, to Argentine Nation, which is now its official designation. In the year 1824 the executive power was vested in a President of the Republic, and Don BERNARDO RIVADAVIA was inaugurated as the first executive of this office on February 7, 1825.

The incorporation of the territory now constituting the Republic of Uruguay into the Argentine Confederation resulted in war with Brazil. This war began on December 10, 1825, and lasted until 1827, when a treaty of peace was concluded, on February 20, whereby the independence of Uruguay was guaranteed.

CONSTITUTION AND GOVERNMENT.

The Argentine Republic is one of the five American Republics which have adopted the Federal Union of States as its form of government, the others being the United States of America, the United States of Brazil, the United Mexican States, and the United States of Venezuela. All the other American Republics have a unitary or centralized form of government.

The constitution adopted May 1, 1853, modeled closely after that of the United States of America, provides for the usual three branches of government—the legislative, executive, and judicial.

The legislative power is vested in the National Congress, consisting of the Senate and the Chamber of Deputies. the former with 30 members and the latter with 120. Senators are elected by the legislatures of the States, usually called "provinces," and in the federal district by a special body of electors, for a term of nine years, two senators being named for each province and two for the federal district. The

Senate is, however, renewed by thirds every three years. Deputies are elected by direct popular vote, for a term of four years, in the proportion of 1 for every 33,000 inhabitants. The Chamber of Deputies is renewed by halves every two years.

The President of the Republic, assisted by a Cabinet of eight Ministers, exercises the executive authority. His salary is 72,000 *pesos* paper (\$31,680). The President and Vice-President are elected indirectly, as in the United States, by electors chosen by the people for that purpose, and for a term of six years. Neither the President nor the Vice-President may be elected for a second term immediately following their incumbency of the office. The Vice-President is the presiding officer of the Senate.

The Federal judiciary is composed of a Supreme Court, four courts of appeal, and courts of first instance. Each Province has its own judiciary. The Supreme Court is composed of five judges and the courts of appeal of three judges each, appointed by the President of the Republic. The Cabinet consists of the following officials: Minister of the Interior, Minister of Foreign Affairs, Minister of the Treasury, Minister of Justice and Public Instruction, Minister of War, Minister of Marine, Minister of Agriculture, and Minister of Public Works.

Although the ministers are appointed by and responsible to the President, they are also responsible to Congress for their administrative acts, separately and as members of the cabinet, and may at any time be forced to resign by a vote of censure or lack of confidence.

The department of the interior (Ministerio del Interior) controls the post offices, the national telegraphs, the police and fire departments of the federal capital, the national territories, and the national hygiene.

The department is also equipped with a bureau of labor, the director of which aims to settle disputes between capital and labor, compile labor statistics, and propose such laws as may be beneficial to labor. It can also intervene in any of the Provinces when conditions may warrant it and administer said Province until law and order are restored.

The department of foreign affairs and worship (Ministerio de Relaciones Exteriores y Culto) is divided into two sections, as its name would indicate. The diplomatic and consular corps, as well as the various international boundary commissions, and similar matters come under

the first section, while the second has supervision over the affairs of the Roman Catholic Church, that faith being the official religion



of the country, although there is complete religious tolerance, and churches of many other denominations exist. Each of these sections is administered by an assistant secretary. This department also controls the hospitals and charitable institutions, the national lottery, and the "Sociedad de Beneficencia de la Capital," a charitable society organized and maintained by the ladies of Buenos Aires and which receives a large percentage of the proceeds of the lottery.

The treasury department (Ministerio de Hacienda) has charge of the finances of the country and attends to the collection of customs duties, internal revenue, territorial contributions, stamp taxes, etc., and the necessary disbursements, and the service of the public debt. The "Caja de Conversion" (conversion office), having charge of the maintenance of the relation between gold and paper and vice versa, is also under this department; also the archives of the nation, the national bureau of statistics, the national chemical office (where all foodstuffs are analyzed in compliance with the Argentine pure-food law), the customhouses, ports, and national and private banks.

The department of justice and public instruction (Ministerio de Justicia é Instrucción Pública) is also divided into two sections, each under the supervision of an assistant secretary. The first section has charge of the administration of justice throughout the nation, and the second controls the educational system of the Republic. The schools in the Provinces are under the direct supervision of this department, while those of the federal capital and the national territories are under the national council of education, which is likewise responsible to the minister. The department also has charge of the public libraries, the various museums, the Academy of Fine Arts, and other similar institutions. It publishes the official papers, containing all laws, decrees, etc., and controls the register of titles and deeds, in which all real estate sales and transfers are recorded.

The war department (Ministerio de Guerra) has charge of the affairs of the regular army and those of the reserves. A well-equipped military training school, military hospital, chemical laboratory, and a large ranch for breeding cavalry horses are dependencies of this department.

The navy department (Ministerio de Marina) is intrusted with all matters pertaining to the development of the navy. Under its control are a naval academy, a school for mechanics and marines, a large dry dock at Buenos Aires, repair shops, etc., while the prefect of the port, with his numerous subordinate officers, is likewise responsible to the minister.

The department of agriculture (Ministerio de Agricultura), with divisions of rural statistics and economy; agronomy; zoology and veterinary police; mines; geology and hydrology; commerce and industries; land, colonies and immigration; and the meteorological office, performs a vast amount of beneficial work and issues numerous publications. It maintains nine experimental farms, schools for viticulture, agriculture and arboriculture, and a chemical laboratory.

The department of public works (Ministerio de Obras Públicas) supervises the public works of the Republic through its various divisions, such as roads and bridges; sanitary works; sewers, water-works, etc.; architectural works; and that of means of communication, the last named having control over the railways, both Government and private.

INTERIOR GOVERNMENT.

The Argentine Republic is divided into 14 Provinces, 10 Territories, and 1 Federal District, the Provinces being autonomous in their interior government, while the executive authority in the Territories is vested in a governor appointed by the President of the Republic. The Federal District is administered by an *intendente*, or mayor, who is likewise appointed by the President, and assisted by a municipal council elected by the people.

The following are the political divisions of the Argentine Republic:

Federal district of Buenos Aires, capital of the Republic.

Province of—	Capital.
Buenos Aires.....	La Plata.
Catamarca.....	Catamarca.
Cordoba.....	Cordoba.
Corrientes.....	Corrientes.
Entre Rios.....	Parana.
Jujuy.....	Jujuy.
Mendoza.....	Mendoza.
Rioja.....	La Rioja.
Salta.....	Salta.
San Juan.....	San Juan.
Santa Fe.....	Santa Fe.
Santiago del Estero.....	Santiago del Estero.
San Luis.....	San Luis.
Tucuman.....	Tucuman.
Territory of—	
Chaco.....	Resistencia.
Chubut.....	Rawson.
Formosa.....	Formosa.
Los Andes.....	San Antonio de los Cobres.
Misiones.....	Posadas.

Neuquen.....	Chos-Malal.
Pampa Central.....	General Acha.
Rio Negro.....	Viedma.
Santa Cruz.....	Puerto Gallegos.
Tierra del Fuego.....	Ushuaia.

ARMY AND NAVY.

Under a law enacted in 1901, military service in the Argentine Republic is compulsory. All able-bodied citizens must serve from their twentieth to their forty-fifth year, nominally for a period of twenty-five years, although the actual service rarely extends beyond one year. There are two reserve corps—the National Guard, comprising all citizens between the ages of 28 and 40 years, and the Territorial Guard, composed of citizens over 40 years of age. Those under 28 and over 20 serve for one year with the colors. Naturalized citizens are exempt from military duty for a term of ten years after their naturalization.

The Republic is divided into five military districts, each with a district commander. In case of mobilization each district must provide two divisions, making a total of ten divisions of 12,000 men each. This does not include the National or Territorial Guards.

The active army consists of about 20,000 men. There is a reserve numbering about 150,000, compulsory service being required for either the army or navy. The navy has over 40 vessels, with a personnel of about 8,272. The naval reserve force is composed of some 25,000 men.

PRODUCTS AND INDUSTRIES.

Agriculture continues to be the greatest source of national wealth of the Republic. Of a total of practically 21,884,000 hectares (hectare = 2.47 acres) of land under cultivation in 1911, 6,897,000 were sown to wheat, 3,422,000 to maize (Indian corn), 1,630,000 to linseed, 5,630,000 to alfalfa, and 4,304,000 to other crops such as oats, barley, rice, cotton, and the vine.

Argentina now stands seventh in the production of wheat, fourth in the area sown, and (1909 first) in 1911 second in the amount exported to other countries. The explanation of the relative differences is found in the proportion of production to inhabitants, for whereas the United States exports only about 15 per cent of its wheat crop, Argentina exports 80 per cent, the variance being due to the consuming capacity of 90,000,000 in the first case, and of only 7,000,000 in the second. Of the world's wheat supply, the United States furnishes 20 per cent and Argentina 5 per cent.

WHEAT is probably the oldest known grain. It has served for food of man since prehistoric times, and even its origin is lost in antiquity, for the wild plant from which it sprang has disappeared. A grass resembling wheat, and which crosses readily with wheat, has been discovered, however, and this would seem to be the obscure source of our present cereal. Probably the first grown wheat came from the region of Mesopotamia, spreading thence eastward into China and westward as far as the Canary Islands. In America it did not exist before the Spanish conquest, but was thereafter not slow to pass throughout the two continents.

Humboldt tells that it was introduced accidentally into Mexico by a soldier of Cortes, but that a priest carried it intentionally into Quito whence it was disseminated over South America. It made its way slowly toward the mouth of the Rio de la Plata, and even 25 years ago Argentina was supplying barely enough for its own use. Since then the production has increased rapidly, till now the Argentine crop is one of the factors to be reckoned with in the world's market.

The wheat ordinarily cultivated is the *triticum sativum*, the other varieties seeming to have so little nourishment as to make its agricultural use unprofitable. In Argentina the best known varieties are the Barletta, Russian, Hungarian, French, Saldomé, Tusela, Rieti, Candéal, and Taganrog. The Barletta—a soft or bread wheat originally brought from Italy and resembling American hard red wheat, though not so hard—is the most generally sown. As wheat differs considerably according to its growth in cold or hot countries, so climatic conditions must necessarily be a deciding factor in the selection of the grain planted. Cold-country wheat has flexible, thin, hollow straw, elongated ears, and soft seeds; hot-country wheat has solid, rigid straw. The farther from the equator wheat is grown the more quickly does it mature, because it has a longer interval of sun at just the time when light has the best quickening influence. Of course the reverse is true of winter wheat, so called, which in reality is the same as other wheats but gets that name because it is planted late instead of early in the year. To gain this advantage from climate, and for the reason also that soil shows favorable characteristics, the wheat area is extending toward the south and southwest in Argentina, and its earlier region of cultivation, especially north of Buenos Aires, is yielding to Indian corn.

Soft (*turgidum*), hard (*durum*), and Polish (*polonicum*) are the prime divisions of wheat ordinarily grown. The durum wheat is being gradually introduced into Argentina and is meeting favor both from the farmer who gets good crops from it, and from the merchant who finds that it returns an excellent price in foreign markets, and as 80 per cent of the crop is exported it is seen that the foreign market plays a very important part in the country's estimate of cultivation. The better the quantity and quality, and the more favorable the climatic conditions, the larger will be the supply to send abroad.

Twenty-five years ago Argentina was producing barely enough for its own use, but in the five years between 1898 and 1903 its yearly export averaged 51,000,000 bushels. To-day not more than 20 per cent of the possible area available for wheat is employed for it, and two-thirds of that is but poorly cultivated. The official figures of the area under cultivation (1912) are 6,918,450 hectares (17,089,000 acres), the production from which (1912) is stated to have been 198,000,000 bushels, the exports (1912) were 96,000,000 bushels, to which must be added the export of flour of 4,832,000 bushels. The Provinces of Buenos Aires, Santa Fe, Cordoba, Entre Rios, and part of the Territory of the Pampa are the producing sections, while Buenos Aires, Rosario, Bahia Blanca, Colastine, and Villa Constitucion are the ports of exit.

While climate and accessibility to shipping ports are two very important factors in the wheat industry in Argentina, they do not by any means present the whole problem. There is the question of the water supply, either natural or by irrigation, and in many instances the fact that water may be easily obtained from the soil by pumps or artesian

wells will make land higher in price than proximity to a railway. Then, again, soil may be poor, or droughts prolonged or excessive, or the locust plague may be imminent—all being obstacles to success against which the farmer has to contend—so that the cultivation of wheat, or of any crop for that matter, has its dark side, even in Argentina, and before committing himself seriously to the business of it the farmer must study the ground carefully from every aspect. That as high as 40 bushels to the acre are reported on well-cultivated lands is a fact, but it is equally true that less than 10 bushels have been harvested; seasons have in some localities been so bad that scarcely enough seed was obtained to meet the demands of the next harvest. Therefore Argentina must not be considered with blind confidence as the paradise of the agriculturist, but should be examined in the same light of modern science and reason.

Maize (Indian corn) ranks next to wheat as a great national product of Argentina. (See article on Guatemala.) The area of cultivation, something more than 3,422,000 hectares (almost 8,500,000 acres), is in the same section as that of wheat, but it tends northward. Most of the corn is raised north of latitude 36° S., between 35° and 33° S., closer to the line than is the case in the United States (38° to 42° N.). Harvest begins at the end of February. The yield is astonishing, the average being 40 bushels to the acre, while 60 to 110 bushels have been recorded. The production in 1912 amounted to 296,000,000 bushels of which about 180,000,000 were exported.

Linseed is another of the great crops of Argentina, its value being on the average above \$40,000,000 gold. The area of cultivation is in the Provinces of Buenos Aires, Santa Fe, Cordoba, and Entre Rios.

In 1912 the area sown in oats amounted to 1,192,400 hectares, (about 2,950,000 acres) the production being 1,682,000 tons. About 14,000,000 acres were planted in alfalfa in the wheat and corn regions. Barley, sugar cane, tobacco, and cotton are all being grown in continually increasing quantities.

The production of wine has become one of the great industries of the country during the last 20 years. In 1911 there were 2,519 wineries in operation, the vine area cultivated being 28,397 hectares (over 70,000 acres), the production being 387,806,431 litres. Of the total amount Mendoza furnished no less than 292,706,739 litres, and San Juan 51,367,625 litres. Quebracho and yerba maté are also products which add materially to the wealth of the republic.

The other great category of natural wealth of Argentina is that of animal products, which form over 39 per cent of the total exportation and therefore bear an equally high relative value to the productive totals of Argentina. It is an interesting fact that all the animal food so abundantly supplied by this country is the result of stocking this incomparably rich land with animals introduced from European sources. In pre-Columbian times the only domestic animals possessed by the natives were the alpaca and the llama; the alpaca was grown for its flesh and its fleece, while the llama was used as a beast of burden. In 1535 the Spaniards brought in horses and asses, and shortly afterwards bovine cattle were taken to Asuncion (Paraguay), by a Portuguese. In 1569, 4,000 head were distributed along the regions of the Rio de la Plata. Sheep came later. At one time, when the natives were exceedingly hostile, a few horses and asses were abandoned on the pampas, and from such stock have descended the innumerable herds that to-day cover the almost limitless plains. A recent census shows that in Argentina there are over 29,000,000 bovine cattle, 7,500,000 horses, about 500,000 mules and 300,000 asses, over 73,000,000 sheep, almost 4,000,000 goats, and only 1,403,591 pigs, with a total value of about \$700,000,000 gold. The Provinces of Buenos Aires, Santa Fe, Corrientes, Entre Rios, and Cordoba have the largest herds and support an average of 3 to 12 sheep or one-half to 2 cows a hectare (hectare=2.47 acres). Much of this stock is of mixed blood, but during recent years Argentina has imported the best animals obtainable and has bred with the direct intention of improving the stock as much as possible.

A farm (estancia) in Argentina is usually large and well organized under a general plan. It is surrounded by a wire fence and divided into fields varying in size from 100 to 2,500 hectares (250 to over 6,000 acres), used for different purposes, like breeding and fattening, all being supplied as well as possible with water either from streams, ponds, or wells. Some of the land is of course devoted to grains and the necessary vegetables of such an estate. The principal farmhouse (casa de la estancia) is situated about the center of the estate, and there may be around it quite a group of overseers' and laborers' cottages. If the farm is a general one, the laborers are usually allowed a plot of ground of 100 to 200 hectares (250 to 500 acres) for their own cultivation, the crop being apportioned between the owner and the laborer on an agreed percentage basis. Seldom is a farm restricted to a single crop or to one species of live stock, as this has been found to be hazardous and unprofitable, and, as a rule, the greater the amount of capital invested the larger are the returns for the money.

As the entire energy of life on the estancia is directed toward the production of food-stuffs and this chiefly for export, great effort is made to introduce modern methods of farming. The best of machinery is operated in the fields, and expeditious handling of cattle to get them to market is demanded. Naturally, therefore, the final analysis of the product of the pasture appears among the industries.

Just as naturally the industries of Argentina are vitally related to products of the farm. The country can not as yet be said to have become industrial in the sense that the productive forces are given to factories, but it has been found more in accord with economic principles to have within the country many establishments in which the agricultural resources are turned into the finished product for export rather than to send abroad the raw material.

Argentina was first known as a cattle country, simply exporting cattle on the hoof. Then the animals were killed and the meats were salted in saladeros, an industry that began in the last century. The final development of meat preparation is in the frigorificos (frozen or chilled meat establishments), the first of which began in Buenos Aires in 1883. In 1876, even, it had been demonstrated by a Frenchman that Argentine meat could be frozen and then transported to Europe, and this industry is the result. To-day it may be stated that \$25,000,000 gold is invested, and that Europe, especially England, is depending more and more upon Argentina for its source of supply.

Another typical example is that of the wheat. While immense quantities of grain are yearly exported, yet a considerable proportion is now retained within the country and ground into flour, both for local consumption and for export. The first mill was operated by water power in Cordoba as early as 1580; a steam mill was started in Buenos Aires in 1845, but not until 1877 did the Republic cease to import wheat and, having enough for its internal consumption, begin exportation. In 1878 the first exportation of flour was declared, and since then flour has gone abroad, and really competes with the United States, especially in Brazil, where it has almost altogether absorbed the market south of Rio de Janeiro.

The manufacture of lard, butter, and allied dairy products is another growing industry. These and cheese are exported, and some of the best prepared milk in the world is to be had in the lecherias in Buenos Aires and the larger cities. Sugar cane has been grown in Argentina since the middle of the seventeenth century. Small mills for sugar production were of course existent at the same time, and now excellent sugar is manufactured in the best of modern mills, although the article is both exported and imported. Alcohol, beer, wine, oils, and chemicals are manufactured, but not in sufficient quantities to check imports altogether. Many cigarette and cigar factories are busy manufacturing tobacco, and tanning of skins is becoming a local industry. Good furniture, clothing, fine books, construction material, and many articles of domestic use are manufactured in Buenos Aires; but, while important locally, they do not absorb the energy of the people, nor can they compete with foreign articles in general. The country is an agricultural country, deriving its riches from the soil, and while there is great opportunity for certain kinds of manufacturing it will not be a nation of intense factory output for a generation or more.

RAILWAYS AND INTERIOR WATERWAYS.

An eminent geographer once said that by looking at the railway map of a country he could measure its wealth, its commerce, and its prosperity. When any region changes from a wilderness to the abode of civilized man, three factors contribute to the transformation—population, capital, and economic transport.

The Argentine Republic, which stretches over 34 degrees of latitude from north to south, and is therefore almost 4,000 kilometers (about 2,500 miles) long and 1,500 kilometers (932 miles) in greatest breadth, has been particularly fortunate in giving opening to these three factors, and thus to utilize to some extent the magnificent advantages with which nature has endowed the country. In fact, political and economic progress, according to a statement of one of their writers on national industry, began to be positively effective as the first railways were constructed. But even a quarter of a century ago the means of communication throughout the Republic were so scant, rudimentary, and insecure that interstate traffic was small and the nation seemed to be cloistered within itself.

To-day all this of the past. The means of communication, which are in Argentina the railways, are increasing with astonishing rapidity, and they have invigorated national unity, stimulated commerce, expanded the industries, and helped the products of Argentine soil to be known in all parts of the world. For the encouragement of these railways every force has been put to work, every sacrifice demanded has been cheerfully accepted by the people, and even in the midst of financial crises the struggle was made to meet all obligations which had been assumed to induce capital to invest in railway construction and operation. At present the result of the early efforts are but logical consequences of historical development. Former generations have been deeply interested in national organization, in finance; but the present generation and the one to come have a genial task in fostering and extending the transportation system of the country.

The first railway in Argentina was chartered for the Province of Buenos Aires according to the law of January 12, 1854. This was opened for traffic August 30, 1857, between the city of Buenos Aires westward to the station of La Floresta, now Velez Sarsfield, a distance of only 12 kilometers (7.45 miles). The capital invested was \$285,108 gold; the passengers carried numbered 56,190; the freight amounted to 2,257 tons (metric ton=2,204 pounds); expenses were \$12,448 and receipts \$19,185. The table below gives a graphic idea of the growth of the railways since then:

Years.	Length.	Capital invested.	Passengers.	Freight.	Receipts.	Expenses.
	<i>Kilos.</i>	<i>Dollars gold.</i>	<i>Number.</i>	<i>Metric tons.</i>	<i>Dollars gold.</i>	<i>Dollars gold.</i>
1865.....	249	5,379,898	747,684	71,571	563,134	438,961
1870.....	732	18,835,703	1,949,585	274,501	2,502,569	1,356,252
1880.....	2,516	62,964,486	2,751,570	772,717	6,560,417	3,072,185
1890.....	9,432	321,102,691	10,069,606	5,420,782	26,049,042	17,585,406
1900.....	16,563	531,398,720	18,296,422	12,659,831	41,401,348	23,732,754
1905.....	19,794	627,250,616	26,636,211	22,409,995	71,594,919	39,396,094
1909.....	25,506	898,913,000	50,830,000	31,955,000	103,578,000	62,272,000
1912.....	32,854	1,120,210,000	68,467,090	33,640,206	119,333,796	75,680,837

Of these 32,854 kilometers (20,400 miles), 19,904 kilometers (12,360 miles) were broad, that is, 1.676 meters (5½ feet) gauge; 2,649 kilometers (1,645 miles) were medium, that is, 1.435 meters (4 feet 8½ inches) or standard gauge; and 10,301 kilometers (6,397 miles) were narrow, that is, 1 meter (3.28 feet) gauge.

This railway expansion has placed the Argentine Republic the tenth among the countries of the world in length of line, being surpassed by the United States, Germany, Russia, France, India, Great Britain, Austria-Hungary, Canada, and Australia.

¹ Kilometer=0.621 mile.

The people have realized that it is not necessary to have a population before a railway should be built; the converse, rather, has been the rule, that to have a population to develop the rich soil a railway should precede, and therefore surveys have been encouraged and actual construction hastened into regions practically unvisited by man until then. In every conceivable direction the system is advancing, and each year adds a noticeable increase to the distance already in service.

The natural tendency of the railways in Argentina has been to converge from the interior toward certain eastern terminal points from which over-sea traffic could start. At first Buenos Aires was the only terminal; it remains the principal one to-day, but Santa Fe and Rosario on the Parana River are also foci of commerce. Farther south Bahia Blanca is becoming a very important entrepôt, and the shipping facilities are increasing in order to accommodate the growing railway traffic. Bahia Blanca will doubtless become the terminal for much of the product of the opening agricultural and pastoral regions south of it, but before long a still more southern port will be demanded, and serious attention is given to that project.

The total mileage of railroads in operation in the Republic at the close of the year 1912 was 32,854 kilometers. The mileage of railroads opened to traffic during the year 1911 was 3,163 kilometers (1,964 miles) which is the greatest amount of new mileage recorded in any one year excepting 1910 in the history of the country. While the greater part of this new mileage consisted of extensions and branches of existing roads, a considerable portion pertained to entirely new lines, a number of which are being constructed through the national Territories in the north and south. The new road from Rosario, the second city of the Republic, to Puerto Belgrano on the Atlantic coast east of Bahia Blanca, a distance of 793 kilometers (493 miles), was opened to traffic at the close of the year 1910. It traverses a fertile agricultural region in the Provinces of Santa Fe and Buenos Aires, and connects with all of the large roads in that region. The lines completed in the Chaco from Formosa to Embarcacion, and from Barranqueras or Resistencia, opposite Corrientes, to Metan in the Province of Salta, will open up for development a very rich and extensive territory hitherto almost unknown.

THE PRESS OF ARGENTINA.

Although printing was introduced into the region of the River Plate late in the seventeenth century by the Jesuits, in Argentina no trace of the art earlier than 1780 can be found. The press, as the word is understood, did not appear in Buenos Aires itself until 1801, when, on April 1, the first genuine periodical publication—*El Télegrafo Mercantil*—was issued. This paper, of only eight small pages, was supposed to come out twice a week, but it was soon succeeded by a weekly, devoted to agriculture and commerce. During the stirring times of the revolution newspapers came and went with rapidity and confusion, developing the intellectual and literary merit of many of the heroes of Argentina. While Rozas dominated the country the press disappeared, but promptly revived when his hold on the Government was lost in 1852.

Modern periodical history begins with *El Nacional*, edited by such men as Sársfield and Sarmiento, and founded immediately after the above event. A host of newspapers followed, eager to give voice to the exciting times of the constructive politics of the day. The two great and world-renowned dailies of Buenos Aires, *La Prensa* and *La Nación*, were first issued on October 18, 1869, and January 1, 1870, respectively, and have ever since maintained the traditions of the best art of journalism in respect to outspokenness, impartial criticism, and news service. The first English newspaper in South America was issued in Buenos Aires as the *Standard* in 1861, and has grown in importance commensurate with the English-speaking colony. Dailies or weeklies to represent other nationalities have been founded from time to time as their interests demanded.

In 1912 the total number of newspapers and periodicals published, including official publications, amounted to 795. These were printed in the following languages: Spanish 724; Italian 16; English 9; German 6; French 5; Arabic 4;

Danish 2; Slav. 2; Hebrew 1; Sirian 1; mixed 25. Of this number there were daily 134; tri-weekly 21; bi-weekly 90; weekly 269; monthly 232; quarterly 20; annuals etc. 29. In the Federal Capital 334 papers were listed, with editions, besides the languages mentioned, in Syrian, Basque, Swiss-French, Swedish, and Hebrew. Many of these papers are illustrated, and in artistic typographical work will compare favorably with European or American papers of the same character. From the most profound discussions on philosophic and political problems to the ephemeral wit of the comic supplement, they do not lag behind their foreign contemporaries, and not a few of them are as much institutions to the reading public of Argentina, and even of Spanish America, as are *Punch*, *Fliegende Blaetter*, and *Le Rire* in Europe. These publications are diversified as to topics; the majority of them are newspapers in the current sense of the word, but some are devoted to religion, some to art, literature, finance, commerce, society, agriculture, science, or sport.

The size of the metropolitan dailies is approximately that of the popular newspapers of New York and London. Some of them have 32 pages, others less. The weeklies and trade periodicals are also of the regular size of such papers in other parts of the world, although occasionally unusual sizes are to be found, as a distinctive feature of the individual sheet. The number of pages of any edition depends largely upon the amount of advertising matter printed, and on this point travelers visiting Argentina, or those whose attention is for the first time called to advertising conditions in the Republic, are astonished, and would consider the statement below incredible if it were not easily demonstrable as a fact.

Of the best known morning and evening papers, 8 to 32 pages form one issue. Of these, sometimes as many as 16 pages are entirely given over to advertisements. These are exactly of the same character as may be noted in London or New York dailies—real estate sales, department stores exhibits, special articles for sale, bargains of all kinds, situations wanted, excursions, and entertainments—everything denoting the heterogeneous desires and ambitions of a highly active, industrious community. Frequently these advertisements are illustrated, even in the dailies, but in the weeklies of a popular class almost all carry pictures which show graphically the value of the thing advertised, and the artistic merit of these illustrations is nowhere excelled. Advertising is indeed a feature of Latin-American newspapers, whether of Argentina or other Republics. The people are fond of the printed page, and if they do not read they can at least admire and have their curiosity aroused, which is the first step desired by the advertiser. No better medium can be found by an advertiser, therefore, than the periodic press of Argentina.

Since advertising is so well developed in Argentina, the advertising rate must be commercially well established. This varies according to the paper and to the position occupied by the advertisement. In some papers the cost per column inch, each insertion, is about 50 cents gold; in other more popular papers this advances to \$2.75; as high as \$396 gold a page is the price of some papers. Circulation and artistic printing control the rate in Argentina as well as in the United States, but it may be added that the returns are commensurate with the investment, there and elsewhere.

MEANS OF APPROACH.

The Argentine Republic is connected by direct and regular steamship service with all parts of the world. Upward of 35 lines arrive and depart from the port of Buenos Aires, several of them touching regularly also at Rosario, La Plata, and Bahia Blanca. Uruguay, Paraguay, Brazil, and Chile are likewise in constant and regular communication by water with the capital. Regular passenger and freight service is maintained by several lines running from New York, touching at principal ports in Brazil, and continuing to the River Plate, or making direct transfers at Rio de Janeiro. Opportunity is offered, therefore, at least once a week, for the traveler from the United States to reach most of the larger ports of the east coast of

South America, with ultimate destination at Buenos Aires. Cargoes can be shipped also from Boston, Baltimore, Charleston, and New Orleans.

The facility of communication between Buenos Aires and the United States suffers in comparison with that between Buenos Aires and the ports of Europe. Liverpool, London, Glasgow, Southampton, Hamburg, Bremen, Amsterdam, Antwerp, Havre, Bordeaux, Marseille, the chief ports of Spain, Portugal, and Italy, and of the Adriatic, Black, and Baltic seas, are regularly served by modern steamers to meet the growing traffic, both passenger and freight, of the immense activity of this Republic. Australia and New Zealand also have regular steamship service to Argentina. Sweden and Russia have recently considered it necessary to establish steamship lines in order to give them directly their share in this commerce. The steamers of most of these lines are modern in every respect; they provide every essential detail for the comfort of the passenger; they adopt the latest mechanical contrivance for the safe and expeditious handling of cargo, and the time of passage between the principal ports is reduced to the minimum. In fact, the harbor of Buenos Aires is one of the marvelous sights of the world on account of the diversity of its traffic and the number of vessels of all nations engaged in it.

Argentina may be approached overland from Chile through the famous Transandine tunnel, which was opened for traffic in April, 1910. This offers through connection between Valparaiso and Buenos Aires every month of the year, and saves a long journey through the Strait of Magellan, which was necessary during the winter months (May to October), when the mountain pass was closed to traffic. With this newly established railroad connection, and with the accelerated steamship service from Panama to Valparaiso on the Pacific, it is now possible, if no time is lost in Panama, to make the trip from New York to Buenos Aires as quickly as it can be made on the Atlantic side. From within the borders of Bolivia a railway runs direct to Buenos Aires; when the Bolivian railway, which is to connect with it, is completed, it will be possible to go by rail from La Paz to the mouth of the River Plate.

EDUCATION.

Public instruction in the Argentine Republic is divided into three classes—primary, secondary, and higher education. Primary education is free and is compulsory for children between 6 and 14 years of age.

Secondary education is not compulsory, but it is practically free, there being only a small fee charged for registration, etc. Sixteen lyceums and 35 normal schools, situated in all the larger cities of the Republic, provide for secondary or preparatory education.

The national universities at Cordoba and Buenos Aires and the provincial universities at La Plata, Santa Fe, and Parana provide higher education, with faculties for law and social sciences; medicine; exact, physical, and natural sciences; philosophy; and literature.

The National School of Commerce, situated in the city of Buenos



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Aires, instructs expert accountants and translators, while the School of Mines (in the city of San Juan), the Agrarian and Veterinary School at Santa Catalina (Province of Buenos Aires), the Viticultural School at Mendoza, the National School of Pilots, and the commercial schools at Cordoba and Bahia Blanca are either maintained or subsidized by the National Government.

A number of scholars from each Province are annually sent abroad at the expense of the Government to complete their studies at the various colleges and universities of the United States, England, Germany, France, and Italy, there being at the present time 30 of these students in the various universities and colleges of the United States.

Numerous private schools established in every section of the country also provide educational advantages.

The Industrial School of Buenos Aires, which has recently removed to new and extensive quarters, is also maintained by the National Government. It has elaborate workshops, and provides for the teaching of all trades and crafts, being equipped with all the necessary machinery and appliances.

The National Conservatory of Music and the School of Drawing, as well as the School of Art, are other institutions enjoying the official support of the Argentine Government, while a number of libraries are open to the public. The National Museum of History, the Museum of Fine Arts, and the Museum of Natural History at Buenos Aires and the famous Museum of La Plata are other interesting institutions.

The Government maintains agricultural stations at Tucuman, Bella Vista, San Juan, and Terna. A well-kept botanical garden, situated in the Park of Palermo, Buenos Aires, affords opportunity for the study of horticulture, and the Zoological Garden, in which can be found representatives of all species of animals from all parts of the globe, is one of the most popular resorts of the people of Buenos Aires.

Numerous literary, scientific, industrial, commercial, and agricultural societies exist throughout the country, some of which publish bulletins containing valuable information and arrange lectures and debates, while others, such as the "Sociedad Rural," hold annual expositions, attended by all the well-to-do Argentinians, and forming a social event of the year.

The University of La Plata is to institute a six-year course for the training of hydraulic engineers. The University of Cordoba, founded in 1613, is organizing courses in university extensions, and is about to erect a new building.

An executive decree of November 10, 1909, establishes a National Bibliographic Office at Buenos Aires, modeled after the system of the International Institute of Bibliography at Brussels. The new office will be cooperative and international in character and will collect and catalogue the literature and documentary history of the Republic along all lines of historic study and scientific investigation. The office will cooperate with the Brussels Institute and similar organizations, and will issue publications, showing the work accomplished.